REVISION LETTER For Disc 24-2009

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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT INDEX REV DATE EFF DATE

Yekaterinburg, (Koltsovo - USSS)

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REV	AR, TAKRA & TH 3T RNAV ARR	10-2	20 ноя 2009
REV	MH, MORIK & NEBIS 3T RNAV A	10-2A	20 ноя 2009
REV	AR, TAKRA & TH 4U RNAV ARR	10-2B	20 ноя 2009
REV	MH, MORIK & NEBIS 4U RNAV A	10-2C	20 ноя 2009
REV	AR, TAKRA & TH 1K ARRS	10-2D	20 ноя 2009
REV	MH, MORIK & NEBIS 1K ARRS	10-2E	20 ноя 2009
REV	AR, TAKRA & TH 3M, AR 3P AR	10-2F	20 ноя 2009
REV	MH, MORIK & NEBIS 3M & 3P A	10-2G	20 ноя 2009
REV	AR, TAKRA & TH 2L ARRS	10-2H	20 ноя 2009
REV	MH, MORIK & NEBIS 2L ARRS	10-2J	20 ноя 2009
REV	AR, TAKRA & TH 4N, AR 4R AR	10-2K	20 ноя 2009
REV	MH, MORIK & NEBIS 4N & 4R A	10-2L	20 ноя 2009
REV	AR, MORIK, NZ, SOPUS & TH 1	10-3	20 ноя 2009
REV	AR, MORIK, NZ, SOPUS & TH 2	10-3A	20 ноя 2009
REV	AR, SOPUS, MORIK, NZ & TH 3	10-3B	20 ноя 2009
REV	AR, SOPUS, MORIK, NZ & TH 4	10-3C	20 ноя 2009

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport USSS

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-3) ILS Rwy 26R GS chgd to 3.17° and TCH to 51'. GS crossing alt at LOM chgd to 1567'(804') and at LMM to 993'(230'). LOC ident chgd to 'IEU' and ILS DME estbld.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Rwy 08L/26R length chgd to 9856'(3004m), HIALS and PAPI avbl. Thr rwy 26R displaced by 820'(250m), LDA rwy 26R 9035'(2754m).

Type: Terminal Effectivity: Temporary Begin Date: Immediately End Date: Until Further Notice

(11-1, 16-1) LOM 'KO' rwy 08L perm withdrawn. IAP 2 NDB rwy 08L suspended. LMM 'O' rwy 08L withdrawn. LMM 'L' rwy 08R replaced by ident 'P' with freq 413kHz. LOM 'EL' rwy 08R replaced by ident 'WP' with freq 467kHz.

Airport Information

USSS (Koltsovo)

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General Info

Yekaterinburg, RUS

N 56° 44.6' E 60° 48.3' Mag Var: 13.4°E

Elevation: 764'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+5:00 uses DST

Runway Info

Runway 08L-26R 9856' x 148' asphalt Runway 08R-26L 9928' x 174' concrete

Runway 08L (76.0°M) TDZE 736'

Lights: ALS

Runway 08R (80.0°M) TDZE 735'

Lights: Edge, ALS

Runway 26L (260.0°M) TDZE 761'

Lights: Edge, ALS

Displaced Threshold Distance 1066' Runway 26R (256.0°M) TDZE 764'

Lights: ALS

Displaced Threshold Distance 820'

Communications Info

ATIS **127.8**

Koltsovo Tower 120.0

Koltsovo Ground Control 119.0

Koltsovo Approach Control 125.9

Koltsovo Radar 118.7

Notebook Info

JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX RNAV STAR KOLTŚOVO Alt Set: MM (hPa on request) QNH on request (QFE) Apt Ele ATIS Trans level: FL49 3400' 764' FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2957') 127.8 Turns shall be carried out with 25° bank 2700' .3100′ដ្ឋ AR 3T MSA ARP TAKRA 3T [TAKR3T] TH 3T **RWY 26R RNAV ARRIVALS** RNAV (GNSS) FROM NORTHEAST & SOUTH **LIPOK** N57 01.1 E061 13.0 FL CONVERSION At or above FL187 FL5700m FL59 ARTEMOVSKY-FL59 FL1800m 195 AR FL49 FL1500m N57 20.0 E061 55.0 ALT/HEIGHT CONVERSION Between FL187 & FL59 (QFE) QNH 3720' (2957' - 900m) 2740' (1977' - 600m) SS311 N56 50.0 E061 09.1 At 2740' (1977')SS312 N56 39.2 E061 08.3 At 2740' (1977') NOT TO SCALE **LARIK** N56 24.1 E061 10.9 AGDAN N56 24.1 E060 58.2 At or above FL49 At or above FL49 TAKHTALYM-579 TH N55 54.0 E061 44.0 Between FL187 & FL49 **TAKRA** N55 55.2 E061 13.3 Between FL187 & FL49 STAR ROUTING AR 3T AR (FL187-; FL59+) - LIPOK (FL59+) - SS311 (2740') TAKRA 3T TAKRA (FL187-; FL49+) - AGDAN (FL49+) - SS312 (2740')

TH (FL187-; FL49+) - LARIK (FL49+) - SS312 (2740')

TH 3T

CHANGES: Holding over AR.

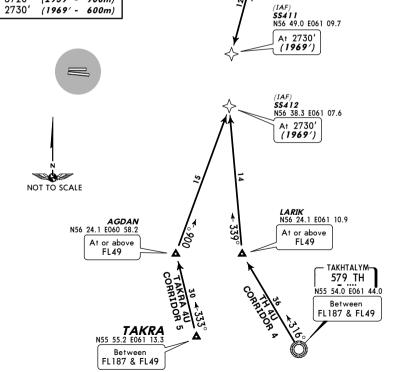
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JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX (10-2A) RNAV STAR 20 NOV 09 KOLTŚOVO Alt Set: MM (hPa on request) QNH on request (QFE) Apt Elev Trans level: FL49 ATIS FL59 if pressure is less than 733mm (977.3 hPa) 127.8 764 Trans alt: 3720' (2957') Turns shall be carried out with 25° bank. MH 3T MORIK 3T [MORI3T] MSA ARP NEBIS 3T [NEBI3T] RWY 26R RNAV ARRIVALS RNAV (GNSS) FROM SOUTHWEST AND WEST MH (FL187-; FL59+) - BAKAL (FL59+) - SS319 (3060') -MORIK (FL59+) - SS319 (3060') - SS312 (2740'). NEBIS (FL187-; FL59+) - ORLIK (FL59+) - SS312 (2740'). STAR
MH 3T
MORIK 3T
NEBIS 3T **ORLIK** 24.0 E060 27.0 Between FL187 & FL59 Between FL187 & FL59

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JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX RNAV STAR KOLTŚOVO Alt Set: MM (hPa on request) QNH on request (QFE) Apt Ele ATIS Trans level: FL49 3400' 764' FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2959') 127.8 Turns shall be carried out with 25° bank. 2700′ 3100' 썭 AR 4U TAKRA 4U [TAKR4U] MSA ARP TH 4U RWY 26L RNAV ARRIVALS RNAV (GNSS) FROM NORTHEAST & SOUTH **LIPOK** N57 01.1 E061 13.0 FL CONVERSION At or above FL187 FL5700m FL59 ARTEMOVSKY ¬ FL59 FL1800m 195 AR FL49 FL1500m N57 20.0 E061 55.0 ALT/HEIGHT CONVERSION Between (QFE) QNH FL187 & FL59 3720' (2959' - 900m)



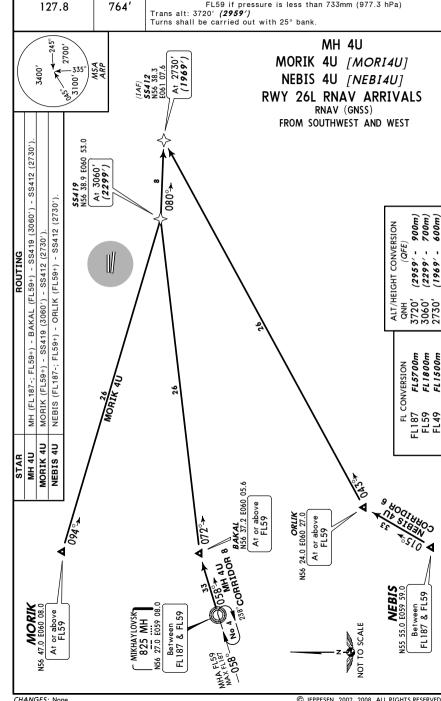
STAR ROUTING AR 4U AR (FL187-; FL59+) - LIPOK (FL59+) - SS411 (2730') TAKRA 4U TAKRA (FL187-; FL49+) - AGDAN (FL49+) - SS412 (2730') TH (FL187-; FL49+) - LARIK (FL49+) - SS412 (2730')

CHANGES: Holding over AR. © JEPPESEN, 2002, 2009. ALL RIGHTS RESERVED.

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Trans level: FL49

FL59 if pressure is less than 733mm (977.3 hPa) Apt Elev ATIS 764' 127.8 Turns shall be carried out with 25° bank. MH 4U MORIK 4U [MORI4U] 33100, MSA ARP NEBIS 4U [NEBI4U]



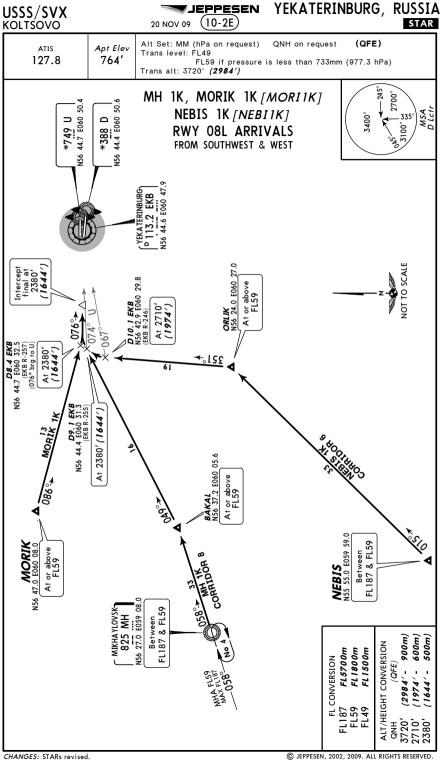
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JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX KOLTSOVO Alt Set: MM (hPa on request) QNH on request (QFE) ATIS Apt Elev Trans level: FL49 127.8 764' 3400' FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2984') 2700' AR 1K, TAKRA 1K /TAKR1K], TH 1K .3100′ ដ្ឋ **RWY 08L ARRIVALS** MSA FROM NORTHEAST & SOUTH ARTEMOVSKY-195 AR N57 20.0 E061 55.0 Between FL187 & FL59 LIPOK N57 01.1 E061 13.0 At or above YEKATERINBURG ^D 113.2 EKB N56 44.6 E060 47.9 Intercept Between final at FL59 & FL49 2380' **D10.1 EKB** N56 42.9 E060 29.8 $(\bar{1644}')$ (EKB R-246) At 2710' *749 U (1974')076°→ N56 44.7 E060 50.4 *388 D N56 44.4 E060 50.6 **D10.4 EKB** N56 40.6 E060 30.5 **D9.1 EKB** N56 40.5 E060 33.1 (052° brg to U) (EKB R-233) (056° brg to U) At 2710' (1974') At 2710' (1974')**D10.3 EKB** N56 40.6 E060 30.7 (EKB R-233) NOT TO SCALE (055° brg to U LARIK At 2710' N56 24.1 E061 10.9 (1974')At or above FL49 AGDAN N56 24.1 E060 58.2 TAKHTALYM-At or above FL49 579 TH N55 54.0 E061 44.0 FL CONVERSION Between FL187 FL5700m FL187 & FL49 FL59 FL1800m FL49 FL1500m **TAKRA** N55 55.2 E061 13.3 ALT/HEIGHT CONVERSION QNH (QFE) Between 3720' (2984' - 900m) FL187 & FL49 2710' (1974' - 600m) 2380' (1644' - 500m)

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CHANGES: STARs revised.

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USSS/SVX
KOLTSOVO

JEPPESEN YEKATERINBURG, RUSSIA

10-2F

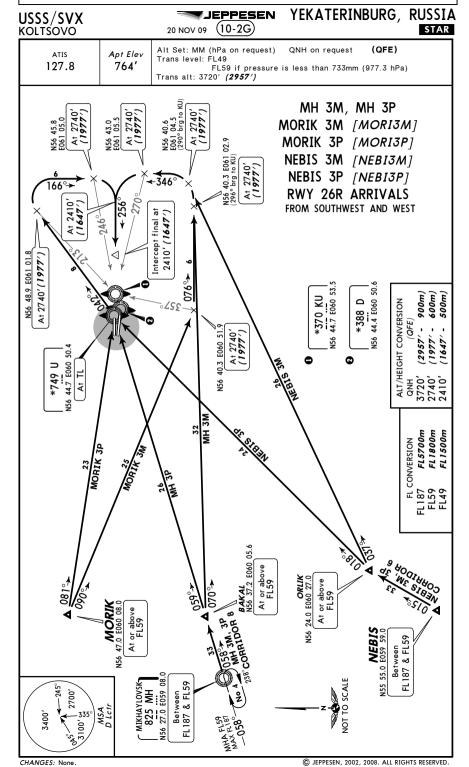
STAR

KOLTŚOVO Alt Set: MM (hPa on request) QNH on request (QFE) Apt Ele ATIS Trans level: FL49 127.8 764' 3400' FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2957') 2700' 3100′ដ្ឋ AR 3M, AR 3P TAKRA 3M [TAKR3M] MSA TH 3M RWY 26R ARRIVALS FROM NORTHEAST & SOUTH **LIPOK** N57 01.1 E061 13.0 At or above ARTEMOVSKY 7 FL59 195 AR N57 20.0 E061 55.0 Between Intercept final at 2410' (1647') FL187 & FL59 *370 KU N56 44.7 E060 53.5 N56 46.1 E061 05.6 (244° brg to KU) At 2410' At 2740' (1647') *749 U (1977')N56 44.7 E060 50.4 N56 43.2 E061 05.5 At TL At 2740' **←**256° (1977') N56 43.0 E061 05.5 At 2740' *388 D (1977') N56 44.4 E060 50.6 N56 41.4 E061 05.4 N56 41.6 E060 50.4 (015° brg to KU) 076°> (1977') At 2740' N56 40.3 E061 02.9 (1977') N56 40.3 At 2740' (1977') E060 51.9 (357° brg to KU) NOT TO SCALE At 2740' (1977')*LARIK* N56 24.1 E061 10.9 **AGDAN** N56 24.1 E060 58.2 At or above At or above FL49 FL49 - TAKHTALYM-579 TH N55 54.0 E061 44.0 FL CONVERSION Between FL187 FL5700m FL187 & FL49 FL59 FL1800m FL49 FL1500m **TAKRA** N55 55.2 E061 13.3 ALT/HEIGHT CONVERSION QNH (QFE) Between 3720' (2957' - 900m) FL187 & FL49 (1977' - 600m) 2410' (1647' - 500m)

CHANGES: Holding over AR.

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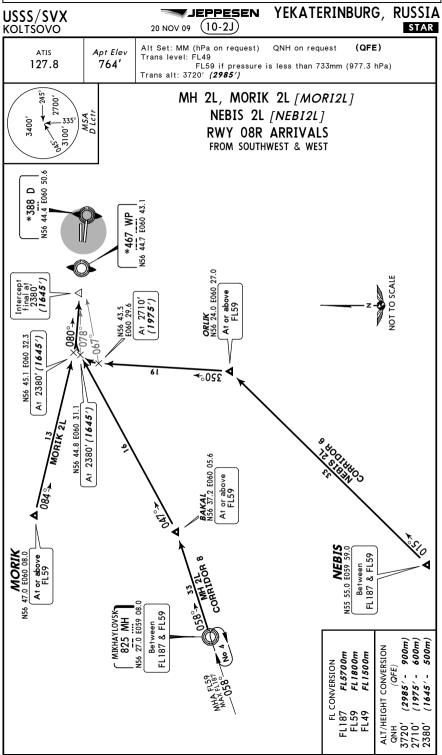
JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX KOLTSOVO Alt Set: MM (hPa on request) QNH on request (QFE) ATIS Apt Elev Trans level: FL49 3400' FL59 if pressure is less than 733mm (977.3 hPa) 127.8 764' Trans alt: 3720' (2985') 2700' ្ស័3100′ ដ្ឋូ AR 2L, TAKRA 2L [TAKR2L], TH 2L RWY O8R ARRIVALS MSA FROM NORTHEAST & SOUTH **LIPOK** N57 01.1 E061 13.0 At or above · ARTEMOVSKY NOT TO SCALE 195 AR N57 20.0 E061 55.0 Between FL187 & FL59 *467 WP Intercept N56 44.7 E060 43.1 final at 2380' (1645')080°→ N56 43.5 E060 29.6 *388 D At 2710 N56 44.4 E060 50.6 (1975') N56 41.2 E060 30.1 N56 40.9 E060 33.0 *413 P N56 44.6 E060 46.0 At 2710' At 2710' (1975')(1975') At TL N56 41.2 E060 30.3 At 2710' (1975') **LARIK** N56 24.1 E061 10.9 At or above FL49 AGDAN N56 24.1 E060 58.2 - TAKHTALYM-At or above 579 TH FL49 N55 54.0 E061 44.0 Between FL CONVERSION FL187 & FL49 FL187 FL5700m FL59 FL1800m FL49 FL1500m **TAKRA** N55 55.2 E061 13.3 ALT/HEIGHT CONVERSION Between QNH (QFE) FL187 & FL49 3720' (2985' - 900m) 2710 (1975' - 600m) (1645' - 500m)

CHANGES: Holding over AR; Lctr idents/frequencies.

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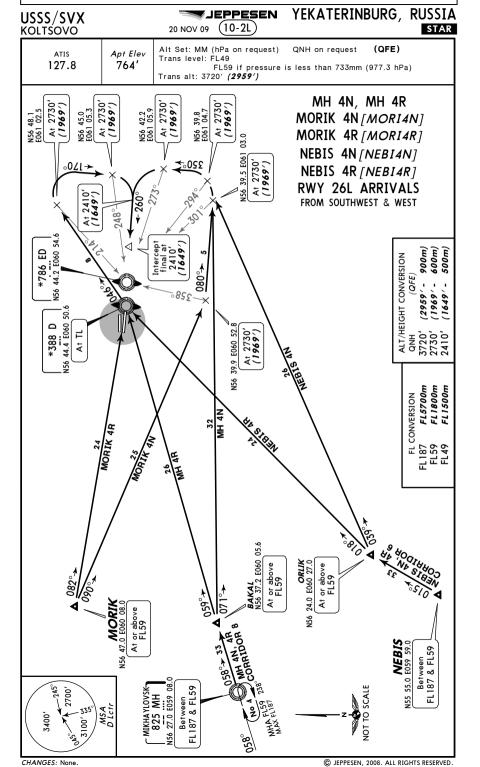
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JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX KOLTSOVO (QFE) Alt Set: MM (hPa on request) QNH on request Apt Ele ATIS Trans level: FL49 127.8 764' 3400' FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2959') 2700′ AR 4N, AR 4R 3100' ජූ TAKRA 4N [TAKR4N], TH 4N MSARWY 26L ARRIVALS FROM NORTHEAST & SOUTH FL CONVERSION FL187 FL5700m FL59 FL1800m FL49 FL1500m ARTEMOVSKY ALT/HEIGHT CONVERSION 195 AR N57 20.0 E061 55.0 (2959' - 900m) 3720' 2730 (1969' - 600m) Between 2410' (1649' - 500m) FL187 & FL59 *388 D *786 ED N56 44.4 E060 50.6 N56 44.2 E060 54.6 At TL N56 45.4 E061 06.3 At 2410' (1649') At 2730' (1969') N56 42.6 E061 05.9 At 2730' ±260° (1969')N56 42.2 E061 05.9 Intercept final at 2410' N56 41.3 E060 50.2 At 2730' (026° brg to ED) (1969')(1649')At 2730 N56 40.6 E061 05.7 (1969') 080°**→** At 2730' (1969') N56 39.9 E060 52.8 (358° brg to ED) N56 39.5 E061 03.0 At 2730' (1969') At 2730' (1969')NOT TO SCALE AGDAN N56 24.1 E060 58.2 N56 24.1 E061 10.9 At or above FL49 TAKHTALYM-579 TH **TAKRA** N55 55.2 E061 13.3 N55 54.0 E061 44.0 Between Between FL187 & FL49 FL187 & FL49

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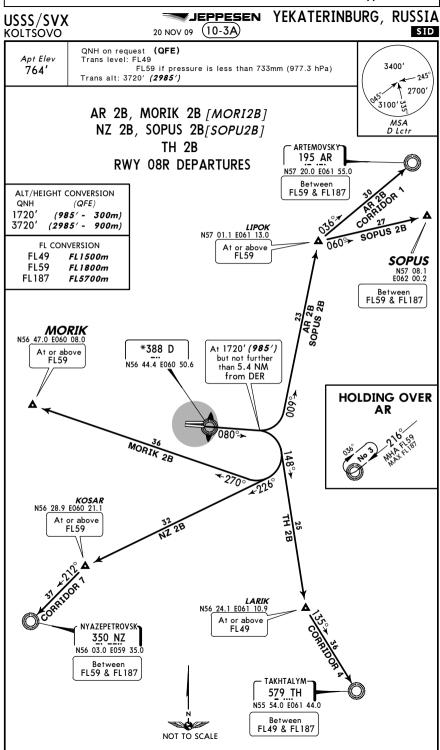
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JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX KOLTŚOVO QNH on request (QFE) Apt Elev Trans level: FL49 3400' 764 FL59 if pressure is less than 733mm (977.3 hPa) Trans alt: 3720' (2984') 2700' 3100′% AR 1A, MORIK 1A [MORI1A] MSA NZ 1A, SOPUS 1A [SOPU1A] TH 1A ARTEMOVSKY 195 AR **RWY 08L DEPARTURES** N57 20.0 E061 55.0 FL59 & FL187 ALT/HEIGHT CONVERSION (QFE) QNH 1730 (994' - 300m) 3720' (2984' - 900m) LIPOK N57 01.1 E061 13.0 FL CONVERSION **SOPUS** At or above FL49 FL1500m FL59 FL59 FL1800m E062 00.2 FL187 FL5700m FL59 & FL187 **MORIK** N56 47.0 E060 08.0 At 1730' (994') *388 D but not further At or above than 5.4 NM N56 44.4 E060 50.6 **HOLDING OVER** from DER **KOSAR** N56 28.9 E060 21.1 At or above FL59 **LARIK** N56 24.1 E061 10.9 NYAZEPETROVSK-350 NZ N56 03.0 E059 35.0 Between FL59 & FL187 TAKHTALYM-579 TH N55 54.0 E061 44.0 NOT TO SCALE FL49 & FL187

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JEPPESEN YEKATERINBURG, RUSSIA USSS/SVX KOLTŚOVO QNH on request (QFE) Trans level: FL49 Apt Elev 3400' FL59 if pressure is less than 733MM (977.3 hPa) 764 Trans alt: 3720' (2957') Noise abatement procedures should be applied according to 2700′ Flight Manual. . 3100' 썭 AR 3D MSA MORIK 3D [MORI3D], NZ 3D SOPUS 3D [SOPU3D] **ARTEMOVSKY** TH 3D 195 AR **RWY 26R DEPARTURES** N57 20.0 E061 55.0 Between FL59 & FL187 N57 01.1 E061 13.0 At or above FL59 **SOPUS** MORIK N57 08.1 E062 00.2 N56 47.0 E060 08.0 Between At or above FL59 & FL187 FL59 *388 D At 1750 (987') N56 44.4 E060 50.6 MORIK 3D *370 KU N56 44.7 E060 53.5 **HOLDING OVER** KOSAR N56 28.9 E060 21.1 LARIK N56 24.1 E061 10.9 TAKHTALYM -At or above 579 TH FL49 NYAZEPETROVSK-N55 54.0 E061 44.0 350 NZ Between N56 03.0 E059 35.0 FL49 & FL187 ALT/HEIGHT CONVERSION FL CONVERSION FL49 FL1500m 1750 (987' - 300m) FL59 FL1800m

3720'

(2957' - 900m)

CHANGES: SIDs AR 3E & SOPUS 3E withdrawn; holding over AR.

FL187

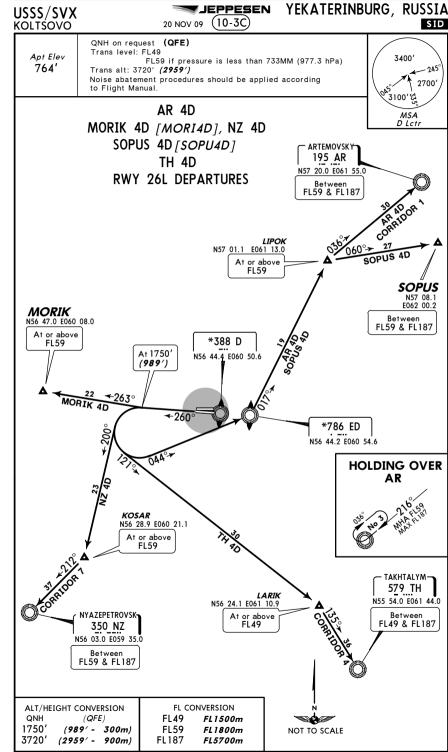
FL5700m

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NOT TO SCALE

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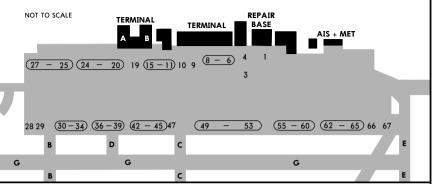
USSS/SVX Apt Elev 764' N56 44.6 E060 48.3 MJEPPESEN YEKATERINBURG, RUSSIA 1 FEB 08 (10-9) Eff 14 Feb **KOLTSOVO** KOLTSOVO Ground 127.8 120.0 119.0 Rwy 08L/26R is allowed for taxiing at night and under adverse weather conditions after follow-me vehicle. Taxiing along Twy A (from Twy G to the apron) and Twy B (from Rwy 08L/26R to Twy G) shall be carried out under reduced speed, strictly along center line. FOR PARKING POSITIONS $\Lambda^{830'}$ Powerline AIS + MET up to 876' Trees Trees ်္က O^{up to} 805′ up to 3 Letr On C 26R (08L) 8215′_{2504m} Elev 763' 00 Letr Ν 26L 9928'_{3026m} 08R 735 Lctr 823' 1000 2000 3000 4000 5000 0 500 1000 1500 ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS
LANDING BEYOND— RWY Threshold Glide Slope TAKE-OFF WIDTH 08L NIGHT NA NIGHT NA 45m 7364' 2245m 26R HIALS PAPI-L(angle 2.67°) HIRL (60m) 9682' 2951m 8953' 2729m 9682' 2951m 174' 26L HIRL (60m) HIALS PAPI-L(angle 2.83°) 8862' 2701m 7768' 2368m TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) or RL 250m 400m 300m

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USSS/SVX

JEPPESEN YEKATERINBURG, RUSSIA 1 FEB 08 (10-9A) Eff 14 Feb **KOLTSOVO**



Stand 52 available for engines run-up. Stands 22 thru 29, 44, 45, 47 and 62 thru 65 available for helicopters.

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USSS/SVX

12 DEC 08 Eff 18 Dec 10-9X YEKATERINBURG, RUSSIA KOLTSOVO

STRAIG	HT-IN RWY	Α	В	С	D
08L	NDB	1080′(342′)	1080'(342')	1080'(342')	1080′(342′)
		R1500m	R1500m	R1800m	R2000m
08R	ILS	935 ′(200 ′)	935 ′(200′)	935 ′(200 ′)	935 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC				
		AUTHORIZED			
	NDB	1070′(335′)	1070′(335′)	1070′(335′)	1070′(335′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
26L	ILS	961 ′(200′)	961 ′(200′)	961 ′(200′)	961 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC		N	TC	
		AUTHORIZED			
	RNAV	1260 ′(499′)	1260′(499′)	1260′(499′)	1260′(499′)
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
	NDB	1240′(479′)	1240′(479′)	1240′(479′)	1240′(479′)
		R1000m	R1200m	R1200m	R1600m
	ALS out	R1500m	R1500m	R2000m	R2000m
26R	ILS	968 ′(205′)	974 ′(211′)	981 ′(218 ′)	991′(228′)
		R1000m	R1000m	R1000m	R1000m
	LOC	NOT			
		AUTHORIZED			
	RNAV	1260′(497′)	1260′(497′)	1260′(497′)	1260′(497′)
		R1500m	R1500m	R2000m	R2000m
	NDB	1200′(437′)	1200′(437′)	1200′(437′)	1200′(437′)
		R1500m	R1500m	R1800m	R2000m

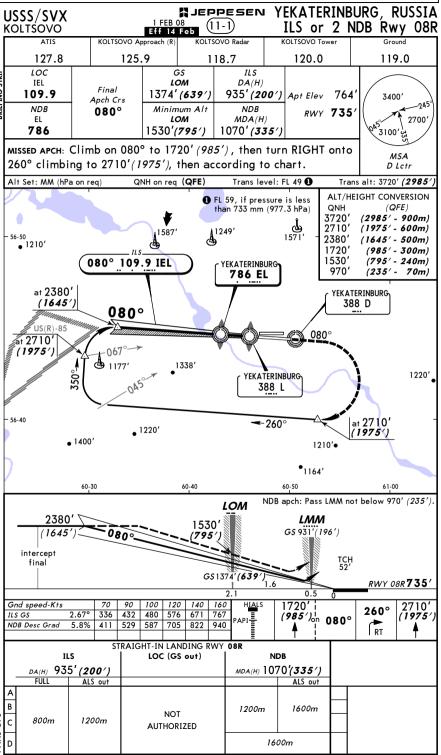
TAKE-OFF RWY 08L/R, 26L/R						
LVP	must be in Force					
F	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)			
A B C	250m	400m	500m			
D	300m					

CHANGES: Minimums. © JEPPESEN, 2003, 2008. ALL RIGHTS RESERVED.

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CHANGES: MSA. Procedure bearings. Minimums.

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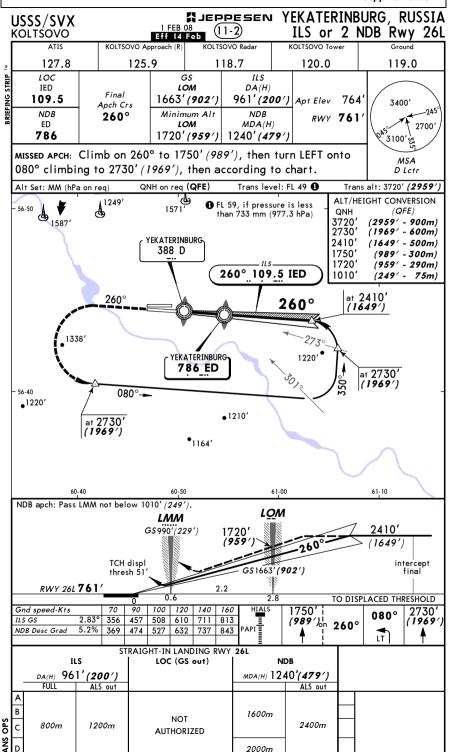
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CHANGES: MSA. Procedure bearings. Minimums

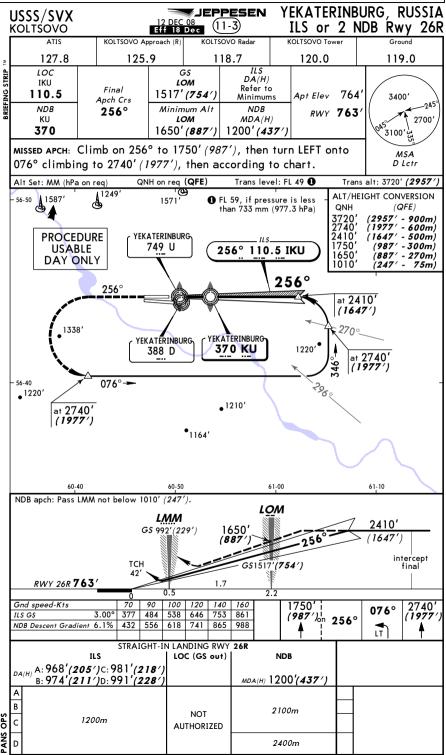
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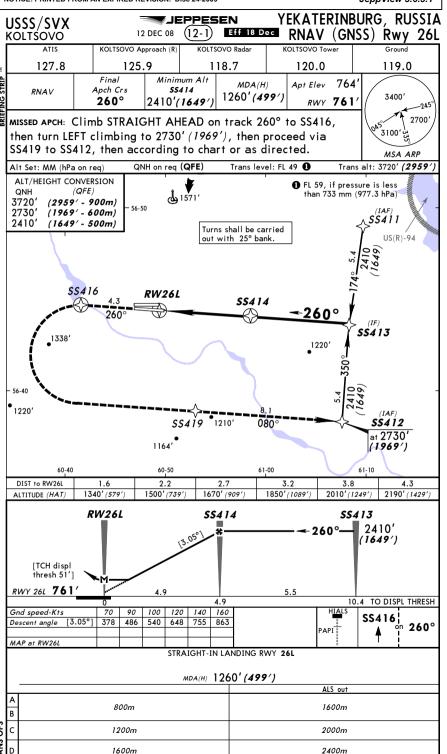


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CHANGES: New procedure.

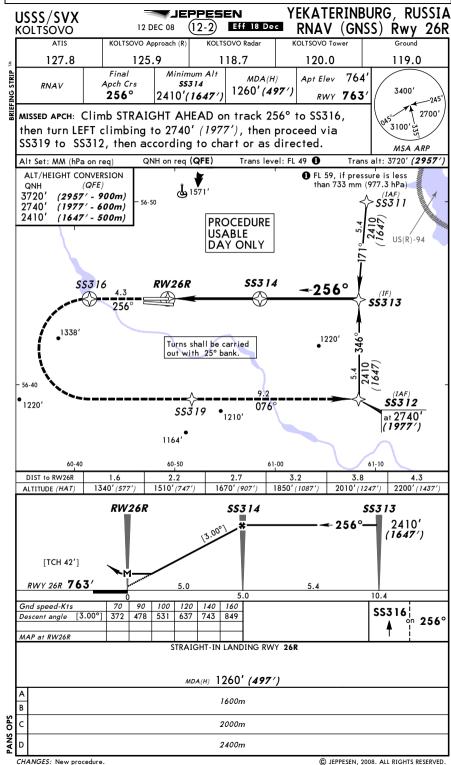
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JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 YEKATERINBURG, RUSSIA JEPPESEN USSS/SVX (16-1) Eff 18 Dec 2 NDB Rwy 08L KOLTŚOVO ATIS KOLTSOVO Approach (R) KOLTSOVO Radar KOLTSOVO Tower 127.8 125.9 118.7 120.0 119.0 NDB Final Minimum Alt Apt Elev 764' MDA(H) ко Apch Crs LOM 1080' (342') 3400' 370 076° 1550′(812′) **RWY** 738 2700 MISSED APCH: Climb on 076° to 1730′ (992′), then turn RIGHT onto رِ£3100 كَانِ رَيْ 256° climbing to 2710′(1972′), then according to chart. MSA D Lctr Alt Set: MM (hPa on reg) QNH on req (QFE) Trans level: FL 49 🕕 Trans alt: 3720' (2982' (Ja) ALT/HEIGHT CONVERSION 1210' 1768 QNH (QFE) PROCEDURE USABLE 3720' (2982' - 900m) DAY ONLY (1972' - 600m) 2710' 2380' (1642' - 500m) 1571 1 FL 59, if pressure is less than 733 mm (977.3 hPa) 1730 (992' - 300m) 1249 1587 1550' 56-50 (812' - 245m) ٨ 1000' (262' - 80m) 1210' YEK ATERINBURG 370 KO YEKATERINBURG at 2380 749 O (1642') .076°- US(R)-85 at 27102 1338' (1972')1177' 1220' YEK ATERINBURG 388 D at 2710 ~-256° 56-40 1220' 1400' 1210% •1164' 60-50 60-40 60-30 61-00 Pass LMM not below 1000' (262') LOM **LMM** 2380' (1642' 0760 intercept 1550'final (812') RWY 08L 738' 0.6 70 90 100 120 140 160 2710′ (1972′) Gnd speed-Kts 1730' 256° Descent Gradient 5.8% 411 529 587 705 822 940 (992') on 076° RT STRAIGHT-IN LANDING RWY 08L MDA(H) 1080'(342') 1600m 2000m © JEPPESEN, 2000, 2008. ALL RIGHTS RESERVED. CHANGES: None.

